



Queen Anne Cobblestone

The Newsletter of the Queen Anne Historical Society

May 2012

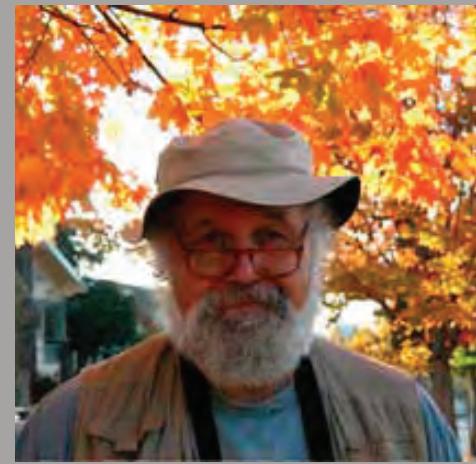
Membership Meeting Features Paul Dorpat

"Impact of the 1962 World's Fair on Our Queen Anne Neighborhood"

Thursday, May 24, 2012 at 7:00 pm

Paul Dorpat, recently honored for his Lifetime Achievement by the Association of King County Historical Organizations, author of the Seattle Times' "Then And Now" column in the Pacific Northwest Magazine, will speak at the Society's Annual Meeting on May 24, 2012 at 7:00 pm. The Magnolia Historical Society is joining us at this meeting, which will be held at the Seattle Church of Christ, located at 2555 8th Ave W Seattle, WA 98119 (corner of West Halladay Street).

Adhering to the theme the society has chosen for this year's meetings, Paul will focus on the impact of the 1962 World's Fair on our Queen Anne neighborhood. Light refreshments will be served.



Guest speaker Paul Dorpat

Mount Pleasant Cemetery Tour

By Kim Turner

On Saturday, June 23, 2012, at 10 a.m., the Queen Anne Historical Society will give a walking tour at Mount Pleasant Cemetery, Seventh Avenue West and West Raye Street. The tour will cover much of the 40 acres of the cemetery, and will take approximately two hours. This year's theme: "Face-Off: People Who Opposed Injustice; People Who Defined Society," will take in some twenty grave sites. The tour will cross a lot of broken

and uneven ground, as well as the drives, so comfortable shoes are a must. If anyone is unable to walk the entire tour, he or she may drop out at any time along the route. Several grave sites will be familiar to attendees who have taken past tours. Some new ones have been added to this year's tour. There are at least three grave sites whose stone markers were so eye-catching that we had to include them in the tour, although they may be just marginally related to the theme. It will take place regardless of the weather. If you are interested in becoming a tour guide, or wish to assist on the tour, please contact Kim Turner at (206) 706-4184 for more information. You may even get to do the narration for a grave site of your choice from this year's selection. We hope to see you there.

Cordially, Mr. Kim R. Turner, Tour Leader,
Queen Anne Historical Society



Headstone at Mount Pleasant Cemetery

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Upgrades for QAHS!

Courtesy of many volunteer hours, Tim Anderson has designed a new website for the society. It can be found at the same address: www.qahistory.org. The website features simpler organization and consolidates many of our images and information into easier to read pages.



You can also "like" us on Facebook and "follow" us on Twitter. We'll be using these social media outlets to better communicate to our society and community about events, programs and local history.



In addition, the Cobblestone has been upgraded with a new layout. We hope that it is more enjoyable and easier to read. If you have ideas for articles send an email to the editor, Aaron Luoma, luom1670@yahoo.com.

Queen Anne Historical Society

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Artie Takes the Counterbalance

By Michael Herschensohn

A child's 1910 view of local travel Artie Hartlaub* lived on top of Queen Anne hill at 1634 Queen Anne Avenue. He was born in July 1899 two years after the discovery of gold in the Yukon and just as Seattle's huge population and building boom got underway. Artie's dad Frank sold real estate on Queen Anne from an office in the house on the southeast corner of Blaine and Queen Anne Ave. The number of people buying as a result of the Klondike Gold Rush astounded Artie's dad who just the other day said that between the census of 1900 and the one completed last April, the city had nearly quadrupled in population and size.

Last month, when Artie had his 11th birthday and his dad and mom, Frank and Rose, gave him permission to take the trolley downtown all by himself as a present and a reward for doing so well last year at John Hay Elementary School. Artie had been going to this elementary school on Boston Street since the building opened in 1905 and had often taken 'his' trolley, the Number 24, when the weather was too bad for walking. It was fun and easy, living on the corner of



Counterbalance 1910 - UW Special Collections

Blaine where the 24 turned right onto Queen Anne Avenue. It then proceeded to Boston Street and John Hay. In the other direction, the 24 lumbered up the east side of Queen Anne hill, a route it shared with the 23, before splitting off at Boston Street to head over towards the brand new Queen Anne High School where Artie would go to school in a few years.

It made Artie happy to have the freedom to move about the city on his own. Sure, he could have taken the 24 that snaked around the east side of the hill and headed downtown like the other Queen Anne lines, but Artie had never taken the ride up or down the Counterbalance by himself, and living next to a trolley line made him want all the more to know how that line, the Number 26, really worked. So August 15, 1910, a Monday, Artie set out to understand the Counterbalance, even if it meant getting off the car at the bottom of the hill to ask the man in little booth about his job on the steep run on Queen Anne Avenue.

Artie already knew that two narrow gauge railways ran in arrow-straight tunnels under Queen Anne Avenue on which the heavy weight cars, the actual counterbalances, rolled up and down the hill. There was one weight car on the west side of the street and one on the east side. Both of them ran in separate tunnels that didn't even have enough room for a man to stand up. The Counterbalance was not unlike a funicular -- a rail system where the two cars were permanently connected to one another so that the car going down the hill pulled the other one up. The weight car system was really the brilliant part of Seattle's Counterbalance. It allowed the trolley cars to hook on and off a cable that was tied to underground weight car. That way the trolley car could

take advantage of the extra weight to pull it up the hill or slow it on the way down, but once off the hill, the trolley car could be detached from the 'shoe' on its cable and go on its merry way to the Queen Anne end of line at McGraw St. or downtown.

When going into town on the Counterbalance with his Dad the previous summer, Artie noticed that sometimes the trolley car went down the hill on the same side of the street as the cars and horses while other times it went down the hill on the wrong side. The same thing was true when coming up the hill home. In fact, all ten of the cars on what folks called the West Queen Anne Line had doors on both sides, so you could always get on or off on the curb side. Curvy little tracks at the top and bottom of the hill let the car move easily from one side of the street to the other. Artie couldn't wait to ask the man in the little booth why the cars changed sides.

Artie already knew that before Harry Treat, the really rich fellow who lived in the big house at 1 West Highland Drive, invented his 'Treat Hinge,' conductors sometimes opened the door on the wrong side dangerously letting folks off into traffic. The hinge was a bit of stick on the top of the conductor's rod which could be flipped to block the switch that opened doors on the traffic side of the car. Of course, there really was no big worry since really few cars traveled the hill and those that did sometimes were backing up the hill on the wrong side anyway. Model T Fords had to back up the hill because their reverse gear was more powerful than any of the forward ones. Artie left home at about eleven in the morning for this first taste of downtown freedom. Artie walked down to Lee Street

The mission of the Queen Anne Historical Society is to record and preserve, in permanent form, the history of the settling of the Queen Anne community in Seattle, WA and to develop within the community an appreciation and concern for its history and its historical sites.

Artie Takes the Counterbalance...continued...

where the trolley always stopped for the 'hook-up' man to direct the car to the correct side of the street and then to hook the car to the 'shoe' on the underground cable. When Artie arrived at Lee Street, there was no trolley car to be seen, so he asked the attendant a couple of questions about his job.

Wondering how the conductors knew which track to run on, Artie asked the attendant who chose the track. The attendant revealed that he was the one since he and his co-worker in the upper booth always knew at which end the underground weight cars were waiting. If one of the 30,000 pound cars was at the top of the hill on the west side of the street and one was at the bottom under

the east side track, then the car had to go down the east side track against the traffic. The trolley car going down the hill pulled the weight car and its load of concrete up to the top of the hill in the hidden underground tunnel. Artie worried that his trolley car might race down the hill and crash if it broke free of the cable, but the hook-up man told him all the cars had oversize brakes that could hold them if that ever happened. Artie also learned that often conductors ran their motors going down the hill, because their cars weren't heavy enough to pull the weights up.

Just then Artie's trolley car came around the corner from Galer, its power pole dragging a few yards behind on the overhead wire. Artie stayed in the street to see how the 'shoe man' attached the car to the shoe. His interest in trolleys was growing, and he was sure that the ride down the hill would be a thrilling adventure to share with his friends at John Hay School next month. (To be continued.)

*All the people in this story really lived or worked on Queen Anne Hill in 1910; the Counterbalance really worked the way Artie learned. Artie's activities are imagined.



Car 314 - hookup - UW Special Collections

Extra KUAYs Available for Purchase

The following surplus issues of the annual publication of Queen Anne High School, the KUAY, are available for purchase. Please contact the archivist, Verna Ness, at vernarness@yahoo.com

Year	Volume	Issue	No of copies	Queen Anners or event of note	Price
1910	1	5	1		\$5.00
1916	8	2	1		\$5.00
1919	10		2		\$10.00
1922			2		\$10.00
1924			1		\$10.00
1925			1		\$5.00
1926			3		\$5.00
1927		3	L. Ron Hubbard		\$10.00
1928		5	B. Galer		\$15.00
1929		4	B. Galer		\$20.00
1930		3			\$10.00
1932		2			\$10.00
1933		4			\$5.00
1934		3	25 anniversary		\$10.00
1935		4	Edo Vanni		\$10.00
1936		1	Edo Vanni		\$10.00
1937		1	Hank Ketcham, George Benson		\$10.00
1938		1			\$10.00
1939		1			\$5.00

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Kim's Musings

By Kim Turner

Summer 1962 and my aunt and cousin had returned to Walla Walla. The several times I had attended programs at the fairgrounds I had been developing a richer appreciation for all the things which were available at the variant booths and venues. I had been stunned by the wealth of fine art on display in the former auditorium. Not only were the local greats from the Northwest School well represented, but there were paintings and sculptures on loan from all over the world. I had not seen so many representations of the greatest artists both living and dead. I think that was a defining moment in my appreciation for fine art. I purchased the three-volume set of books dealing with the art on exhibit at the fair, and a few other mementos – the folding panoramas of the cardinal directional views from the Space Needle, which I still have, and stamped covers from Thailand, the USA and others, cancellations at both

the exhibitor's booths and at the Space Needle Post Office. As I walked along up toward the Food Circus from the International Fountain, I was constantly drawn to the "plastic" cube filled with one million silver dollars. Had I been making a little more than the \$1.15 per hour which I earned at the Library, I would have purchased one of them when they went on the market at the end of the Fair.

You could purchase a Belgian Waffle in several variations: the least expensive, the waffle with a dusting of powdered sugar, was \$1.00. If you wanted it with whipped cream, it was \$1.50; with strawberries, \$1.75, and with strawberries AND whipped cream, a whopping \$2.25. I did have it in the latter presentation, which cost me two hours' pay at that time. I was developing a taste for the Mongolian grilled steak sandwich, a forerunner of then sirloin tips mixed with mild but flavorful spices and finely chopped celery, served on a sesame bun with a little shredded lettuce. It was delicious, and the family which ran the

booth were delightful, and that is one memory I wish to keep forever.

I would regularly take the Monorail from downtown to the Center, and after having indulged in fun for an hour or so, would casually stroll on up the Hill to Ward Street, where we lived in the house at 359 Ward St., from 1959 to 1973. I tended to think, as I am certain other Queen Anners did, that the Fair was our property. Whenever I walked in via the Mercer Street entrance, I would go by the International Fountain and remember that it was Mercer Playfield, which was the same park I had played in often while attending Warren Avenue School. The tree at the Northwest end, which has wood supports for several of its branches, was one I climbed as a third-grader, sitting out on the bough which has the most support, as did several other of my classmates, although I can't remember any of us doing it at the same time. That tree is now well over a century old, as has seen some marvelous happenings during its life. (to be continued)...